

November 15, 2000

TO: Mayor and City Council

FROM: John Lettelleir, Director of Planning

SUBJECT: Results of the Planning & Zoning Meeting November 14, 2000

The following item is scheduled for the November 21, 2000 City Council Meeting

Site Plan & Final Plat: Lakeside at Frisco Bridges, Block A, Lot 2.
Applicant(s): Pacheco Koch Consulting Engineers

DESCRIPTION:

A three-story 49,038 square foot office building on a 6.1± acre lot on the north side of Gaylord Parkway, 600± feet east of the Dallas North Tollway. Zoned Planned Development-25. Neighborhood #35.

APPROVED: 4-0 **DENIED:** _____ **TABLED:** _____

RECOMMENDATION:

Recommended for approval subject to:

Site Plan

1. Staff approval of the landscape plan, screening plan, and detailed tree survey and tree preservation plan.
2. Addition of deceleration lanes to the two driveways serving this project if warranted by the Traffic Impact Analysis.

Final Plat

1. Additions and/or alterations to the engineering plans as required by the Engineering Department.
2. Dedication of street easements for deceleration lanes if warranted by the Traffic Impact Analysis.

MH/sg

cc: Pacheco Koch 972-235-9544
Frank Jaromin
Donnie Mayfield
Mack Borchardt

Agenda No.: 10
Site Plan & Final Plat: Lakeside at Frisco Bridges, Block A, Lot 2.
Applicant(s): Pacheco Koch Consulting Engineers

DESCRIPTION:

A three-story 49,038 square foot office building on a 6.1± acre lot on the north side of Gaylord Parkway, 600± feet east of the Dallas North Tollway. Zoned Planned Development-25. Neighborhood #35.

REMARKS:

The site plan shows a three-story 49,038 square foot office building developed to PD-25 standards. Access is provided through two driveways on Gaylord Parkway, one on Lot 2 and the other via cross access to the adjacent lot. Parking is adequate. Existing vegetation and an earthen berm within a 30-foot landscaping buffer will be preserved to provide screening along Gaylord Parkway. Most of the trees on the site are unprotected. A detailed tree survey and tree preservation plan and a landscaping and screening plan will have to be approved by staff.

The final plat dedicates easements necessary for this development.

Concerns

Deceleration Lanes on Gaylord Parkway

Gaylord Parkway is a six-lane divided major thoroughfare. The City Engineering Department recently began requiring deceleration lanes for driveways on major thoroughfares into non-residential and multi-family lots. The purpose for this requirement is to move slowing traffic out of a thoroughfare's through lanes to improve traffic flow and reduce the potential for accidents. The speed limit on Gaylord Parkway is 45 mph. Vehicles slowing down to turn into the proposed office buildings on this site would disrupt the flow of traffic and create a potentially dangerous situation. The amount of traffic that this office building will generate makes this situation very likely. Deceleration lanes for this property require 110 feet of transition and 100 feet of stacking for a driveway. Driveways must be an adequate distance apart to allow for deceleration lanes. This distance requirement will impact the driveway on Lakeside at Frisco Bridges Block A, Lot 1, which acts as the second point of access and will be constructed with the development of Lot 2. The Planning Department, the Engineering Department, and the City's Traffic Consultant all support the requirement of deceleration lanes. Deceleration lanes are necessary on this property to protect the public safety.

The applicant was made aware of the possibility of providing deceleration lanes on this property in a meeting on November 10, 1999. In that meeting, John Lettelleir and Bruce Heller discussed the issue of deceleration lanes. This requirement has also already been placed on other developments around this site. Parkwood at Frisco Bridges Block

A, Lot 1 is an office complex on Parkwood Boulevard north of Warren Parkway currently beginning construction. Deceleration lanes have been required at this location. The approved concept plan for Hall Office Park provides deceleration lanes into multiple driveways. Also, Cypress Lakes, a proposed multi-family development west of Parkwood Boulevard on the north side of Warren Parkway currently under review by staff, has provided deceleration lanes.

A Traffic Impact Analysis was performed for the Frisco Bridges area. The applicant believes that the TIA recommended either widening Gaylord Parkway from four to six lanes or provide deceleration lanes into driveways. Gaylord Parkway was widened to six lanes. Therefore, according to the applicant, deceleration lanes are not needed. Staff is attempting to obtain that TIA so that these statements can be verified. If the applicant's statements are substantiated by the TIA, deceleration lanes will not be required. However, if the statements are not substantiated, the applicant will need to provide deceleration lanes. However, if the applicant contends that deceleration lanes are unnecessary, staff recommends that the applicant submit a TIA to support their claim. The cost of a second TIA will be the responsibility of the applicant, as will be the cost of review by the City's Traffic Consultant.

RECOMMENDATION:

Recommended for approval subject to:

1. Staff approval of the landscape plan, screening plan, and detailed tree survey and tree preservation plan.
2. Additions and/or alterations to the engineering plans as required by the Engineering Department.
3. Addition of deceleration lanes to the two driveways serving this project.